

AGRICULTURAL.

Pea Roots Penetrate Potatoes.

Curious Tests of the Penetrating Power of Roots on Living Tissue.

Some important points in the growth of plants and the capacity of roots to penetrate into living tissue have been determined by Dr. George James Pierce, a graduate of Harvard and of Leipzig, whose curious and interesting experiments are described in a recent number of Nature. Pierce, having shown long ago that the root of the common bean exerts in its growth a pressure of about 400 grammes, or somewhat less than a pound, it was first to be decided whether this force alone was enough to force the root through living tissue. Iron models of roots weighing 270 grammes were placed tip downward on a cube cut from a potato and surrounded with damp saw dust to keep it fresh. In twenty-three hours they had penetrated 11 millimetres. Another model weighing 320 grammes was driven in twenty-four hours through the cork layer and 2 millimetres of the flesh of an uncut potato; another weighing 300 grammes pierced a stem of bindweed 14 centimetres thick, proving that even less pressure than that of the bean could drive an iron model an appreciable distance into living tissue.

Dr. Pierce next took a potato, split it in half, and cut a number of small slits in one of the halves, planting in each a seed of rape or of white mustard. He put the two halves together, binding them tightly with string, and placed them with the cut surfaces lying horizontally in a vessel containing damp sawdust. After twelve days it was found that nearly all the seeds had germinated. Some had grown between the cut surfaces, but others had pushed their rootlets vertically into the potato, in some instances sticking completely through it and the corky layer of skin into the sawdust outside. The young roots were almost entirely devoid of hairs. The cells of the potato in immediate contact with the roots were contorted and torn, while two or three of the nearest layers had been divided by walls and become corky, enclosing it off from the unharmed part of the tuber. The starch grains were in every instance unaltered, and by an ingenious process Dr. Pierce has shown that what little disintegration there is due to bacteria and not to fermentation.

Having shown that the thin-pointed roots of rape and mustard can penetrate the power of the blunt rootlets of the pea and common bean were then tested. Germinating seeds were placed in glass tubes with the tips of the roots in contact with cut surfaces of the potato, and rigidly in place by layers of gypsum, and the whole kept moist with damp sawdust. After three days the roots had penetrated 7 1/2 millimetres into the tubes. For potato other tissues were substituted, such as the stem of balsam, the leaves of aloe and echinacea, the modified roots of bindweed, and the stalks of rhubarb; these were also penetrated by the rootlets. In some of the tissues, however, the nourishment was unsuited to the healthy existence of the roots, for after a short period of growth the tip became spherical and withered away.

Dr. Pierce went further and grew peas from the seedling stage until flowering as parasites on other plants, the host which gave the best results being balsam. The pea grown in this way produced an almost normal root system, with many side branches, but the stem was stunted, though it bore leaves and a few flowers. The roots were devoid of hairs. The experiment is interesting as showing how slight is the line that separates earth-grown plants like the pea from flowering parasites, and especially partial parasites, like the mistletoe.

By carefully comparing the details of outward form and internal anatomy of a normally grown plant with those of one grown as a parasite much light will be thrown on the relation between the shape and structure of an organism and its surroundings. A new line of research in physiology and biology is opened by Dr. Pierce's investigations.—N. Y. Sun.

The Farmers' Envyable Condition.

There may be many farmers in this great valley and adjoining States, who, when they come to harvest, will conclude that they have made no money within the last two years. There are also large establishments of merchants and manufacturers who congratulate themselves, and who are to be congratulated, that they have held their own and can show a clean balance sheet, not having run behind or in debt, if they have made no money. It is safe to say, however, of the farmers that they have not suffered real want. And why should any one of them suffer? Unless, indeed, providential affliction of sickness and death have come to them. But such cases are indeed rare, if we embrace all the farming community. Almost everything the farmer actually needs comes from the soil, and while it is written "In the sweat of thy face shalt thou eat bread," yet it is also written: "I have never seen the righteous forsaken nor his seed begging bread." The diligent man, in whatever field of labor he works, has enough, and to spare.

It is very true that the wheat, corn and oats of the Northern fields and the cotton of the South are not bringing remunerative prices, but there are products that the farmers should be able to produce in constant use and demand. Take dairy products, for instance—butter, cheese, milk and cream—of use every day in every family, not always obtainable because not near by, or for want of the needed cash, but always in use where these two obstructions can be overcome. Again, take of the animals—beef, pork, mutton and poultry. With the abundant grain crops and their low prices, no lean or indifferently half-fattened stock should be taken to market because, first, such animals do not bring their true value because of their inferior condition, and if purchased at all are a fraud on the buyer, and, of course, a loss to the producer. Such stock should be sold to men who buy "stockers," take them to farms, where they can be fattened, and are sold at full prices. The Germans say proverbially: "That which grows green (immature) poultry, such as turkeys, geese, ducks, capons, chickens, etc., could and should be made two as heavy as usual, and, hence, of double value, with corn, wheat and oats (for feed), at present prices.

Canada apples in St. Louis—just think of it! Northern apples sold in the principal market of the State, which bring the "Big Red Apple" at \$3.25 per basket. Take notice, ye growers of Ben Davis.

Hall's Hair Renewer enjoys the confidence and patronage of people all over the civilized world, who use it to restore and keep the hair a natural color.

There is no use of talking, quality in what we want. Speaking of men, we want character, not reputation; so also of fruits. And behold the best brings the highest prices. Peas in their season in many places in St. Louis County were a drug, they were thought unworthy even to pick them up; you could not give them away, unless, indeed, you would take time to pick them and carry them home also. Now, I fancy, winter varieties would bring fancy prices, because there are plenty of people who delight in this fruit.

Again, yellow Nansmond sweet potatoes would bring remunerative prices. It pays New Jersey to send those raised by her all over the Northwest, even to St. Paul, Minneapolis and further, and I know from personal observation that they meet with a ready sale. With wisdom, care and strong intent Missouri can raise them.

Once more. Go and try to buy a good pair of blankets, weighing eight pounds, and see what they will cost you. Surely there is no secret in their manufacture, and yet that would be the plea. There is a good profit in selling pure wool at such a price. I do not believe that the market is glutted with combed and zephyr wool. Wool will keep and not deteriorate if well cleaned and packed. It is asserted by experts that for six months after shearing it will still grow in length.

Lastly, timothy and clover seeds and the seeds of other grasses are bringing, if not extra high prices, still remunerative prices, and are always considered staple goods. With these several products, which should be made a study, almost any thorough farmer could select several adapted to his farm and circumstances. Secretary Morton has well said that no men have suffered less from hard times than the farmers. And this is on record as writing, years ago and often since, that while we cheerfully acknowledge interdependence of all men, there is no more independent man than the farmer of the United States of America.

Now I dare not neglect to mention one more note to be overlooked item in the farmer's account, namely: The increased value of the homestead by improvements not as yet mentioned. Just before these hard times came on certain farms in one of the northern counties, without any valuable buildings, were valued at from \$75 to \$80 per acre. They have not been rated less during the last three years and today, if offered for sale at all, no less, not even one dollar less, would be taken. Certainly, if cultivated at all there have been improvements, even in repairs of buildings and fences or in-

OVERWORK
—INDUCED—
Nervous Prostration

Complete Recovery by the Use of
Ayer's Sarsaparilla

"Some years ago, as a result of too close attention to business, my health failed. I became weak, nervous, was unable to look after my interests, and the nervous prostration, which was the result of the disease, was such that I was unable to do any work. I took three bottles of Ayer's Sarsaparilla, began to improve at once, and gradually increased my weight from one hundred and twenty-five to two hundred pounds. Since then, I and my family have used this medicine when needed, and we are all in the best of health, a fact which we attribute to Ayer's Sarsaparilla. I believe my children would have been fatherless to-day had it not been for Ayer's Sarsaparilla, of which preparation I cannot say too much."—H. O. HENSON, Postmaster and Planter, Kinard's, S. C.

Ayer's Sarsaparilla
RECEIVING MEDAL AT WORLD'S FAIR.
AYER'S PILLS SAVE DOCTORS' BILLS.

North Carolina—Mecklenburg County.
Superior Court.
A. B. Davidson, Plaintiff, vs. W. S. Davidson, Defendant—Notice of Summons and Warrant of Attachment.

The defendant above named will take notice that a summons in the above entitled case was issued against him on the 25th day of November, 1895, in the above entitled action pending in said Court, which summons is returnable to said Court at the County Court House in said County, on the 3rd Monday in January, A. D. 1896; also that a Warrant of Attachment was issued in said action against the property of said Defendant, which warrant is returnable to said Court at the same time and place above named for the return of the summons; that the said action is for the recovery of the sum of Eight Hundred and Sixty-Nine Dollars and Forty-Four Cents, (\$869.44) with 8 per cent interest per annum thereon from the third day of August, 1893, until paid for, money loaned said Defendant by the Plaintiff, evidenced by note under seal of the said Defendant, and due to said Plaintiff from said Defendant; and the said Plaintiff is notified, summoned and required to appear and answer or demur to the complaint or the relief demanded will be granted. This 25th day of November, A. D. 1895.
J. M. MORROW, Clerk of the Superior Court, Mecklenburg County, North Carolina.
Nov. 29, 1895. 6w

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J. M. MORROW, Clerk of the Superior Court, Mecklenburg County, North Carolina.
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—GET YOUR—
XMAS - PRESENT!

WE CARRY THE LARGEST
Stock of Silver-Plated Knives
and Forks, Tea and Table
Spoons, Carving Sets, Brass
Dog Irons and Brass Fire

SETS—GUNS, AMMUNITION,
—AND ALL—
KINDS OF Kitchen UTENSILS,
In The City!
J. H. Weddington & Co.
Dec. 30, 1895.

WE HAVE THE MOST
COMPLETE STOCK
or
Hardware, Cutlery, Guns,
AMMUNITION,
Carriage, and Wagon Material,
Woodware, and Queenware in the South
Call and see us
and buy from us any goods in our line that you may need. We will promise to sell as low as any one else and as low as the lowest.

J. H. WEDDINGTON & CO.,
29, East Trade Street
Aug. 10, 1895.

\$1,000.00
WORTH OF ODD PIECES OF
FURNITURE
To be sold at about 50c on the \$1.00, at
Thomas & Maxwell's.

In checking up our stock we find that we have 70 odd Bureaus, 22 Beds, about 800 Chairs and several other odd pieces that will not match with SUITS, that we propose to sell at
From 50c to 75c on the \$1.00.

We sell Furniture, Cook Stoves and House-Furnishing goods cheaper than any other HOUSE in North Carolina.

IF YOU NEED ANY
OF THESE GOODS,
Now is the time to buy, as you can save about 50c on every \$1.00 you spend by trading with us. Call on our lot for special favors, we realize, yours very truly,
THOMAS & MAXWELL,
23 West Trade Street, Opp. Court House.
Oct. 11, 1895.

PATENTS.
J. R. LITTELL,
ATTORNEY AND COUNSELLOR
IN PATENTS,
Trade-Mark, and Copyright Cases,
OPPOSITE PATENT OFFICE,
WASHINGTON, D. C.

Over twelve years experience. American and Foreign patents, Caveats, and all business arising under the patent laws promptly and carefully prosecuted. Rejected cases accorded special attention.

WRITE FOR INFORMATION.
Upon receipt of model or sketch of invention, I advise as to patentability without charge.
May 12, 1895

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Agency for
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Scientific American, 415 Broadway, New York City.
Largest circulation of any scientific paper in the world, splendidly illustrated, 10¢ per copy, 1 year \$1.00. Address, SCIENTIFIC AMERICAN, 415 Broadway, New York City.

—DON'T FORGET—
FASNACHT'S CITY BAKERY
When you want the FINEST CAKES,
Candies, and everything in the Confectionery
Line Best Goods! Lowest Prices!
J. FASNACHT,
West Trade and N. Tryon Sts.
FIRE AND LIFE
INSURANCE AGENCY,
Established in 1854.
NOW REPRESENTING
ROYAL WESTERN ASSURANCE, English Companies
"Georgia Home,"
Virginia Fire and M.,
"Niagara," Rochester German
"Insurance Company of North America."
E. NYE HUTCHISON,
AGENT,
Office Springs corner, Trade and Tryon streets
Nov. 29, 1895 Charlotte, N. C.

Hudson's Business University
CHARLOTTE, N. C.

For a thorough and practical Business Education. Actual Business from start to finish. \$40.00 pays for complete Business Course. The only Business College in the South that you can try before paying the Tuition. Before making arrangements anywhere investigate our course of study. Send for Catalogue.

J. E. HUDSON, Principal.
Sept. 6, 1895. 6m

DON'T YOU THINK
You have been promising
your wife long enough to buy
her A NEW STOVE? There
is no excuse for further promise
while we are selling them so
LOW.

WE HAVE THEM AT
ALL PRICES:
CALL IN AND SEE THEM, EVEN IF YOU
—Don't want to buy now!—

—A FULL LINE OF RANGES—
Heating Stoves, and — Kitchen Utensils
Stove and Tin Roofing, Ventilators
—and Coracles—
J. N. McCausland & Co.,
209 and 211, South Tryon St., Charlotte, N. C.
Mail orders receive prompt attention
May 10, 1895.

MEN'S RUBBER BOOTS.
Heavy Gum Boots for ditching, better than
you can buy elsewhere.

ALL SIZES, PRICE \$3.00.
Ladies Rubber Boots, light, warm, lined, nice
to wear about garden, or when tending the
flowers, in the snow or rain.

—PRICE \$2.00—
Better overcoats than elsewhere. Ladies 50c
Men's 75c
Nov. 22, 1895
GILREATH & CO.

HUGHES' DIARRHOEA
—AND—
DYSENTERY REMEDY.
A specific for the above troubles.
We have a few sample bottles that you can
have for the asking.
R. H. JORDAN & CO.,
June 9, 1895 Retail Druggists

ELEGANT SHOES.
Ladies' fine, French Dongola, Button Shoes,
PRICE \$2.00!
These shoes are made expressly for our own
trade, in the greatest shoe factory of Philadel-
phia—the city where nothing but good shoes are
made. We are safe in saying this is the best
value ever offered at this price. Made patent
tip, either narrow or wide toe. Plain toes,
either common sense, or pointed box toe, all
sizes from 1 to 8, on D, E, and E by mail 20c
extra. Just try a box of shining light oil on
your shoes, good for any kind of leather, cost
10 cents.
GILREATH & CO.
August 8, 1895.

FARMERS' SHOES.
Our "Home made" Brand of farm shoes are
way ahead of anything you ever saw. High cut,
dirt excluding, keep your feet dry and warm.
PRICE: \$1.75!
These shoes have no equal, and those who know
them best love them most.
GILREATH & CO.
Nov. 8, 1895.

SEABOARD AIR LINE R. R.
SCHEDULE
In Effect Sept. 29, 1895.

Trains leave Charlotte, N. C.

5:30 A. M.—Daily, for Hamlet, Cheraw, Raleigh, all points on the R. & A. and R. & G. R. Weldon, Portsmouth, Old Point Comfort, Petersburg, Richmond, Washington, Baltimore, Philadelphia, New York and Boston. Also, Wilmington, Wrightsville, and all local points on C. C. & R. R. Springs, Charleston, Sumner and Bennettsville, arriving in Wilmington at 12:30 p. m.

5:30 A. M.—Daily for all Southern points via Monroe, Chester, Greenwood, Athens, Atlanta, Montgomery, New Orleans, Chattanooga, Memphis and the South west. Through sleeper and day coaches from Washington, D. C., to Atlanta, connecting with roads diverging out of Atlanta.

10:45 A. M.—Daily, for Mt. Holly, Lincolnton, Cherryville, Shelby, Cleveland Springs, Ellensboro and Rutherfordton; also, Blowing Rock, Lenoir and Hickory.

8:30 P. M.—Daily, for all points North and South via New York, Boston, Philadelphia, Baltimore, Washington, Richmond, Petersburg, Portsmouth, Old Point Comfort, Virginia Beach, Weldon, Raleigh, Cheraw, S. C., all local points between Portsmouth and Charlotte, and from Wilmington, Wrightsville and all local points on the C. C. & R. R.

8:50 P. M.—Daily, with sleeper for Wilmington and all C. C. points.

Trains arrive in Charlotte:

10:45 A. M.—Daily, from Rockingham, Wadesboro, Monrovia, also from all points North, New York, Philadelphia, Baltimore, Washington, Richmond, Petersburg, Old Point Comfort, Portsmouth, Virginia Beach, Weldon, Raleigh, Cheraw, S. C., all local points between Portsmouth and Charlotte, and from Wilmington, Wrightsville and all local points on the C. C. & R. R.

10:10 P. M.—Daily, from all Northern points, Boston, New York, Philadelphia, Baltimore, Washington, Richmond, Petersburg, Old Point Comfort, Portsmouth, Virginia Beach, Weldon, Raleigh, Cheraw, S. C., all local points between Portsmouth and Charlotte, and from Wilmington, Wrightsville and all local points on the C. C. & R. R.

10:01 P. M.—Daily, from all points South and Southern, New Orleans, Memphis, Montgomery, Atlanta, Athens, Greenwood, Chester and Monroe; close connection at Monroe.

7:45 A. M.—With sleeper from Wilmington, and all C. C. points.

Local freight, with coach attached, leaves Charlotte for Shelby at 4 o'clock p. m., returning at 10 a. m. daily except Sundays.

The 5:30 a. m. train connects at Monroe, with Atlanta special No. 403, for Atlanta, and all points South, arriving in Atlanta at 4 p. m.

Passengers leaving Charlotte at 5:30 a. m. arrive in Atlanta at 4 p. m. Leave Atlanta at 10:10 a. m. and 8:20 p. m. arrive in Raleigh at 11:45 a. m. and 1:30 a. m. Leave Charlotte at 5:30 a. m. arrive in Wilmington at 12:30 p. m. and at Cheraw, S. C., at 8:40 a. m. Close connection at Cheraw with the C. & L. R. at Lincolnton. Leave Charlotte at 8:20 p. m. arrive in Atlanta at 8:20 a. m. making a double day train both North and South from Charlotte.

The Atlanta special No. 402 and 403, are magnificent new vestibuled trains, built by the Pullman Palace Car Co., on which there is no extra fare charged.

*** Daily except Sunday. † Daily except Monday.**

For information relative to schedules, fares, &c., apply to
R. ST. JOHN, Vice President
J. G. BASKERVILLE,
Ticket Agent, Charlotte, N. C.
JNO. H. WINDER, Gen'l. Manager.
B. A. NEWLAND, T. P. A.
T. J. ANDERSON, Gen'l. Pass. Agent.
V. E. McBRIDE, Sup't Transportation
Oct. 18, 1895.

SOUTHERN RAILWAY CO.
PIEDMONT AIR LINE.
FIRST AND SECOND DIVISION.

Schedule in Effect October 7, 1895.

This Condensed Schedule is published as information only and is subject to change without notice to the public.

TRAINS LEAVE CHARLOTTE.
10:55 p. m.—No. 85, daily for Atlanta and Charlotte. Arrives in Atlanta daily, for Atlanta, Birmingham, Memphis, Montgomery, Mobile and New Orleans. Carries through Pullman drawing room buffet sleeper between New York, Washington, Atlanta and New Orleans.

12:30 a. m.—No. 81, Exposition Flyer for Atlanta and points South. Pullman drawing room vestibuled sleeping cars between New York, Washington and Atlanta and vestibuled coaches between Washington, Charlotte and Atlanta. Solid vestibuled train.

9:35 a. m.—No. 87, daily, for Washington and Southwestern. Arrives in Washington daily, for Washington, Baltimore, Mobile and New Orleans. Carries through Pullman drawing room buffet sleeper between New York, Savannah and Jacksonville. Also Pullman sleeper, Charlotte to Augusta.

9:35 a. m.—No. 87, daily for Columbia, Augusta, Charleston, Savannah and all Florida points. O. C. & A. local stations. Carries Pullman buffet sleeper, New York to Tampa, connecting with prior car at Columbia for Augusta.

9:30 p. m.—No. 88, daily, for Washington, Richmond, Raleigh and all points North. Carries Pullman drawing-room buffet sleeper. New Orleans to New York. Jacksonville to New York. 1:10 a. m.—Exposition Flyer, New York to Greensboro, Raleigh, Washington, New York and points North. Carries Pullman drawing room vestibuled sleeping car, Atlanta to New Orleans and New York to Washington. Solid vestibuled train. On Thursdays and Sundays of each week carries Pullman sleeping car between Atlanta and Richmond.

9:30 p. m.—No. 88, daily, for Washington, Richmond, Raleigh and all points North. Carries Pullman drawing-room buffet sleeper. New Orleans to New York. Jacksonville to New York. 1:10 a. m.—Exposition Flyer, New York to Greensboro, Raleigh, Washington, New York and points North. Carries Pullman drawing room vestibuled sleeping car, Atlanta to New Orleans and New York to Washington. Solid vestibuled train. On Thursdays and Sundays of each week carries Pullman sleeping car between Atlanta and Richmond.

6:40 p. m.—No. 12, daily, for Richmond, Raleigh, Goldsboro and all points North. Carries Pullman sleeping car from Greensboro to Richmond, connects at Greensboro with train carrying Pullman car for Raleigh.

5:00 a. m.—No. 60, daily, except Sunday. Freight and passenger for Statesville and local stations.

4:15 p. m.—No. 16, daily, except Sunday, for Atlanta and Taylorsville and local stations.

Trains arrive at Charlotte:

9:25 a. m. FROM THE NORTH
9:10 a. m. FROM ATLANTA
1:00 p. m. FROM ATLANTA
8:30 p. m. FROM ATLANTA
9:30 p. m. FROM STATESVILLE
4:15 p. m. FROM STATESVILLE

All freight trains carry passengers.

*** Daily except Sunday.**

J. C. CULP, Traffic Manager,
W. A. TURK, Gen. Pass. Agent,
W. H. GREEN, Gen'l. Superintendent,
S. H. HARDWICK, Asst. Gen'l. Pass. Ag't,
CHAS. L. HOPKINS, Traveling Passenger Agent,
18 E. Trade Street,
Charlotte, N. C.
Oct. 18, 1895.

Raleigh & Augusta Air-Line Railroad.
Connects at Hamlet with the Carolina Coast running to Wilmington, and at Raleigh with the Raleigh & Gaston Road running to W. do.

TRAINS GOING NORTH.